

### **Amendments to the Claims**

The listing of claims will replace all prior versions, and listing, of claims in the application.

### **Listing of Claims:**

38.- 51. (canceled)

52. (previously presented) An apparatus for load limiting in an aircraft high-lift system, with the aircraft high-lift system having a branching drive system for mechanical power transmission to drive stations of individual segments of landing-flap and/or leading-edge slat systems via respective drive trains, position sensors and a drive unit, characterized in that the apparatus has a monitoring unit for load limiting which is connected to the position sensors and is designed to process signals from the position sensors and, by comparison of at least one reference variable which represents the load in the drive trains with a corresponding threshold value which is predetermined from a maximum permissible load, to produce a control signal for monitored limiting of the power supply to the drive unit in the sense of limiting the drive power that is supplied.

53. (previously presented) The apparatus as claimed in claim 52, characterized in that the position sensors have an angle position transmitter on the drive unit, and/or angle position transmitters, which operate as asymmetry transmitters, at the ends of the drive trains.

54. (previously presented) The apparatus as claimed in claim 52 or 53, characterized in that the position sensors have angle position transmitters on branching transmissions of the drive trains.

55. (previously presented) The apparatus as claimed in claim 52 or 53, characterized in that position sensors which are located at each of the ends of the drive trains and an angle position transmitter which is located on the drive unit are provided, and in that the monitoring unit is provided in order to calculate the at least one reference variable, which represents the load in the drive train, from its signals.

56. (previously presented) The apparatus as claimed in claim 54, characterized in that position sensors which are located at each of the ends of the drive trains and an angle position transmitter which is located on the drive unit are provided, and in that the monitoring unit is provided in order to calculate the at least one reference variable, which represents the load in the drive train, from its signals.

57. (previously presented) The apparatus as claimed in claim 55, characterized in that the monitoring unit is provided to carry out a signal comparison between respective subsystems which are associated with the port and starboard wings and each comprise a drive train, a position transmitter which is located at the end of the drive train, and the angle position transmitter which is located on the drive unit.

58. (previously presented) The apparatus as claimed in claim 56, characterized in that the monitoring unit is provided to carry out a signal comparison between respective subsystems which are associated with the port and starboard wings and each comprise a drive train, a position transmitter which is located at the end of the drive train, and the angle position transmitter which is located on the drive unit.

59. (previously presented) The apparatus as claimed in claim 55, characterized in that position sensors are additionally provided on branching transmissions of the drive trains, and their signals are used in order to calculate the at least one reference variable which represents the load in the drive train.

60. (previously presented) The apparatus as claimed in claim 56, characterized in that position sensors are additionally provided on branching transmissions of the drive trains, and their signals are used in order to calculate the at least one reference variable which represents the load in the drive train.

61. (previously presented) The apparatus as claimed in claim 57, characterized in that position sensors are additionally provided on branching transmissions of the drive trains, and their signals are used in order to calculate the at least one reference variable which represents the load in the drive train.

62. (previously presented) The apparatus as claimed in claim 58, characterized in that position sensors are additionally provided on branching transmissions of the drive trains, and their signals are used in order to calculate the at least one reference variable which represents the load in the drive train.

63. (previously presented) The apparatus as claimed in claim 52, characterized in that the power of the drive unit can be controlled in a highly dynamic manner.

64. (previously presented) The apparatus as claimed in claim 52, characterized in that a shaft section of defined high flexibility is arranged between the drive unit and the first branching transmission.